

**FOUR YEARS' WAR FOR PEACE.**

(Continued from page 2)

1915, Admiral Beatty's patrolling squadron sighted four German battle cruisers with light cruisers and destroyers making for the British coast. The Germans turned tail and Admiral Beatty gave chase. The 'Blucher', shattered by shell and rent by torpedo, carried her 15,000 tons to the bottom of the North Sea, while the 'Seydlitz' and the 'Derfflinger' disappeared in the distance in flames.

**Battle Of Jutland.**

The one outstanding decisive sea-battle of the War up till the present fell on May 31st, 1915, when Sir David Beatty's battle cruisers at 2.20 p.m. sighted the enemy out and in force. A sea-plane reported the German battle cruisers falling back—probably on stronger forces. Should Beatty fall back on our Grand Fleet which was out further north, or engage the enemy, who was evidently in superior force? At great risk he determined "to engage the enemy in sight." For fifty minutes, from 3.48 to 4.38, Beatty was engaged heavily in a running fight south-eastward in which he lost 'Indefatigable' and 'Queen Mary'. Then the German High Seas Fleet appeared and Beatty with Evan Thomas, who had joined him with his four battleships, swung north-west to draw the whole German Fleet toward Jellicoe and the British Grand Fleet.

With the arrival of Jellicoe and his Fleet the range of the battle

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became so tremendous and its conduct so complex that no eye can really measure it or follow its movements. Its main feature can be put into a sentence. The great battleships, moving southward, maintained a titanic bombardment of each other, screened by squadrons of light cruisers and flotillas of destroyers, while the German Fleet as a whole sought safety in a flight, brilliantly protected by able torpedo tactics. A spreading haze and then nightfall hampered the British pursuit. The black night was pierced by the long white spears of the searchlights under which the destroyers looked like "black beetles on a tin-plate." Every now and then hell spouted up in the death-blaze of a stricken battleship. When dawn returned all that remained of the German Fleet had crept away to Wilhelmshaven, while the British Fleet scoured the seas in search of the enemy or of the seamen who might be floating on the waves.

The main difference in the general situation created by the Battle of Jutland is that before the battle the British Fleet reigned unchallenged, but challengeable: after the battle it reigned challenged, and—the issue—now unchallengeable.

**Navy's Cooperation.**

The Navy's help in co-operating with land forces draws the eye whenever it occurs. We have seen brilliant examples of it, largely aided by the flotilla of flat-bottomed torpedo-proof monitors—wallowing gun-platforms—off the Belgian coast, on the shores of Syria and, up in the Adriatic, on the edge of the Carso. But the classic, tragic example is that of Gallipoli, first by brilliant work on the hopeless task of forcing the narrows against land forts, sunk torpedo tubes, floating mines and submarines; and then in co-operation with the landing, fighting and finally withdrawing Anzac forces. The Navy never failed in the whole of that strenuous luckless venture. The defensive lesson of that conflict was the reiteration of the peril, from the action of submarines, in which battleships lie when stationary.

(To be continued.)

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